

Vehicles

CENTRAL INTELLIGENCE AGENCY

REPORT

SECRET
INFORMATION REPORT

50X1-HUM

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Automobile Assembly Plant, Irkutsk

1. The Irkutsk automobile Assembly Plant is under the Ministry of the Automobile and Tractor Industries of the USSR. It is a new enterprise and is still under construction. However, it started minor assembly and repair work in 1945. At present, all production work is done in one large industrial building. The second industrial building, of the same size as the first, should be completed by the summer of 1948. Construction of the buildings is under the direction of the Chief Administration of Automobile and Tractor Construction (Glavnoe Upravlenie Avto-Traktoro-Stroya).

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Raw materials and parts:

Section iron (round, square) is received from the Kuznetsk Metallurgical Combine, from the Petrovo-Zabaikalski Metallurgical Works, and from the Serovski Metallurgical Works. Sheet iron is received from the Amurstal (Amur Steel) Metallurgical Works at Komsomolsk on the Amur. Wood and sawn timber are obtained from various enterprises of the timber industry. Parts for assembling are received by the factory from various factories. For example, wheels, springs, and nuts are obtained from Ural-ZIS; tires and inner tubes (750 x 20) come from the Moscow Tire Factory under the Ministry of Rubber Industry at a monthly rate of about 1,500 sets.

3. Equipment: [Redacted] the factory received a considerable amount of foreign equipment in 1946 [Redacted] Only part of this equipment has been installed and the remainder has been stored in sheds. In 1947, part of this store was sent to the Odessa automobile Assembly Factory. Some of the equipment will be installed in the second industrial building, soon to be completed.

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4. Production: The plant began producing 3-ton 1-axle motor trailers (avtopritsep) in 1946, and by the end of that year was producing about 30 trailers per month. [Redacted] the number of trailers produced at present [Redacted] may be between 200 and 300 per month.

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5. Personnel: The factory director is Rzhevskii.

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-2- **CONFIDENTIAL**Kuibyshev Metallurgical Works, Irkutsk

6. This works is controlled by the Chief Administration of Metallurgical Machine Construction (Glavnoe Upravlenie Metallurgicheskogo Mashinostroeniya or GUMMASH) under the Ministry of Heavy Industry of the USSR. It is a large metallurgical and engineering works, which was greatly expanded during the war and is still expanding. The works is composed of a metallurgical section and an engineering section (otdel). The metallurgical section comprises:

- a. A steel production shop with Martin furnaces Nos. 1 and 2 and an electric furnace for the production of steel from pig iron received from other works under the Ministry of Ferrous Metallurgy.
- b. A rolling shop with one mill for section steel rolling.
- c. A foundry, subdivided into sections for iron castings, steel castings, and non-ferrous metal castings.

7. Production of metallurgical section:

- a. The steel production shop smelts 80 - 90 tons of steel daily. Of this quantity, the electric furnace produces only about 3 to 5 tons of high quality steel. The rest of the production is divided about evenly between the two Martin furnaces. This shop is, however, working rather irregularly and the output of steel varies from 1,000 to 1,500 tons per month.
- b. The rolling shop also works irregularly and has an output of about 1,000 tons per month.
- c. The foundry produces 300-600 tons of various castings per month. The quantity depends on the number of orders, the type of castings, and factors such as the supply of patterns, sand, and graphite. Approximately equal amounts of iron and of steel castings are produced per month, but the quantity of non-ferrous metal castings produced is only 2 to 4 tons per month.

8. Raw materials for metallurgical section:

Recast iron (peredelnyi chugun) used in steel smelting and foundry pig iron (liteinyi chugun) for iron castings are received from various works under the Ministry of Ferrous Metallurgy. Foundry pig iron is mainly received from the Novo Tagil Metallurgical Works, Chelyabinsk Metallurgical Combine, and Starc Utkin Metallurgical Works. Pig iron for refining in the Martin furnaces is principally obtained from the Chelyabinsk Metallurgical Combine. All kinds of ferrous alloys (ferro-manganese, 12% ferro-silicon, 45% ferro-silicon, silico-calcium) are sent from the Chelyabinsk Ferro-Alloy Works. Shortages of fire-resistant materials for the furnaces, particularly dolomite and magnesite powder, are frequent. Magnesite powder comes from the Satkinski Fireproof Materials Factory. Chamot, dinas, and magnesite bricks are received more regularly. Sometimes the operation of the furnaces is delayed because of such shortages.

Mazout (black mineral oil, oil residue) used for fuel comes from Cherenkhov Works No. 4 and also from the Tashkent area. The total monthly quantity of mazout received is about 500 tons (given under reserve).

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9. Production of engineering section:

[redacted]

The engineering section produces principally machinery and spare parts for metallurgical works under the Ministry of Ferrous Metallurgy and under the Ministry of Non-Ferrous Metallurgy. Numerous orders have been received for parts of blast furnace equipment. For example, orders were being completed in December 1947 for equipment of blast furnaces in the Stalinsk Metallurgical Works and Novo-Tulski Metallurgical Works. [redacted] the production of steel balls (stalusi shar) of 100-125 mm. diameter for metallurgical works in Central Asia. The works also produces machinery for the mines, drums for elevators, lifts, sieves, scoops for metallurgical works, electric winches, cranes, and parts for electric power stations. The works has a large and well-equipped shop which produces consumer goods, including 700 - 800 iron bedsteads, stoves, and several tens of tons of stove castings per month. Workmen have priority in the purchase of goods from the consumer goods shop. The works also fills local requirements. For instance, there are always several orders on hand for the Angara Shipping Line, and orders are filled for Aircraft Factory No. 39 and for the Irkutsk Mica Factory.

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10. Personnel: [redacted] the exact number of workmen

[redacted] is probably about 6,000 men. [redacted] based on the following: In December 1947, a large meeting was organized at the works by Director Brekhov and other political leaders for a discussion of the question of the completion of the Five-Year Plan in four years. After numerous speeches, mostly of a technical nature, a unanimous resolution was taken. Director Brekhov delivered a speech, mentioning the "five-thousand body" (pyatitysyachnyi kollektiv) of the works. [redacted] the director referred to only the number of free workers. In addition, [redacted] 700-900 men of the Special Contingent (i.e., prisoners) working on the grounds of the factory. These two figures gave [redacted] total estimate of about 6,000 men in the works.

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11. Future Plans: During this meeting, many engineers and assistant directors, including Klein, mentioned the conditions under which the works would be able to complete the Five-Year Plan in four years. These conditions included the following:

- a. The forge and thermic shop, now under construction, would have to be completed by May 1948.
- b. The work on the expansion of assembly shops No. 5 and No. 3 would have to be completed by the summer of 1948.
- c. There would have to be no delays in the supply of raw materials for the works.

There were long talks about fireproof materials and the supply of sawn timber for the pattern shop. This shop had waited for a whole month for the arrival of 400 cu. meters of sawn timber, and this delay had held up work in the foundry and the completion of many orders. Furthermore, the living conditions of the workmen, which are unsatisfactory, supplies for the workmen, and their welfare would have to be improved. [redacted] these conditions will not all be fulfilled in the near future.

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